

**MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: yes ☒
no ☐

Property Name: Baltimore & Ohio Railroad Station Inventory Number: HA-841
Address: 400 Block of Bel Air Avenue City: Aberdeen Zip Code: _____
County: Harford USGS Topographic Map: Aberdeen
Owner: CSX Transportation Is the property being evaluated a district? yes
Tax Parcel Number: 100 Tax Map Number: 205 Tax Account ID Number: 003945
Project: MD 132 @ CSX Transportation Agency: FHWA/SHA
Site visit by MHT staff: ☒ no ☐ yes Name: _____ Date: _____
Is the property located within a historic district? ☐ yes ☒ no

If the property is within a district District Inventory Number: _____
NR-listed district ☐ yes Eligible district ☐ yes Name of District: _____
Preparer's Recommendation: Contributing resource ☐ yes ☐ no Non-contributing but eligible in another context ☐ yes

If the property is not within a district (or the property is a district) Preparer's Recommendation: Eligible ☒ yes ☐ no

Criteria: ☒ A ☐ B ☒ C ☐ D Considerations: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G ☐ None

Documentation on the property/district is presented in: Project Review and Compliance Files

Description of Property and Eligibility Determination: *(Use continuation sheet if necessary and attach map and photo)*

The Baltimore & Ohio Railroad Station in Aberdeen was previously surveyed by Jean Ewing of the Maryland Historical Trust at an unknown date. At that time, a National Register Field Sheet was completed for the resource that provided a brief description, minimal historic context and a sketch of the floor plan.

The building was constructed in 1885 for use as the Aberdeen passenger and freight station (Aberdeen Room website). The Baltimore & Ohio Railroad began construction of a main line between Baltimore and New York in the early 1880s (Wright 1967, 130). According to a history of the town of Aberdeen, the rail line was constructed through the village in 1883 and was completed through Harford County in 1885 (Aberdeen Centennial Committee 1967, 16; Wright 1967, 130).

The building is a 1-1/2 story wood-frame cross-gable structure located on the west side of the tracks. The building has a slate roof, wood shingle siding and a raised brick foundation. Dominating the east, or track side of the building are large wood brackets supporting the waiting platform overhang. The gracefully curved brackets have a reeded detail. Also on the east side of the station building are asymmetrical gable-front dormers. On the rear, the gables are joined and form an irregular shape. The station has been attributed to two different architects -- Frank Furness and E. Francis Baldwin. Baldwin was the architect for the western Maryland B&O stations. However, Furness designed other stations for the B&O in Pennsylvania and several in Baltimore County for the Western Maryland Railroad. Herbert Harwood in "Royal Blue Line" describes the station as the type

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended ☒ Eligibility not recommended ☐
Criteria: ☒ A ☐ B ☒ C ☐ D Considerations: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G ☐ None
MHT Comments

Andrew Lewis ✓
Reviewer, Office of Preservation Services

[Signature]
Reviewer, NR Program

11/15/02
Date

11/25/02
Date

200203791

Baltimore & Ohio Railroad Station

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of station that contained the agent's living quarters above the lobby while the freight house was attached or incorporated into the building (Harwood, 1990, 171 and SIA, 1995, 88). Based on the similarities with two stations on the Northern Central Railroad at Riderwood and Stevenson which Furness also designed, the Aberdeen Station is also an example of Furness' work.

Passenger use of the B&O Railroad was suspended in 1955. At that time, one of the tracks was removed, leaving the current single track (Wright 1967, 130). Since 1955, the Aberdeen station building has been used as headquarters for track maintenance and supervision. In recent years, the building has been vacant. The May-June 1998 internet edition of the National Railway Historical Society, Wilmington Chapter newsletter mentioned that demolition of the station building was eminent, however, the building still stands as of August 2002. During the past four years, the Aberdeen Room Archives and Museum have worked with CSX Corporation on a plan to move the station building, however, an alternate building site has not been found.

Despite minor condition problems resulting from neglect, the station retains a high degree of structural and architectural integrity and represents a significant and somewhat rare example of a nineteenth century passenger railroad station in Maryland. Due to the significance of the B&O in Maryland's history, the station is eligible under Criteria A and C for the National Register of Historic Places.

Sources Consulted:

Aberdeen Centennial Committee. "Aberdeen Diamond Jubilee Historical Booklet." Aberdeen Diamond Jubilee Historical Committee, 1967

Cronin, Richard F. "A History of Aberdeen, Maryland." Bicentennial Committee of Aberdeen, 1976

Harwood, Herbert H. Jr., "Royal Blue Line." Sykesville, MD: Greenburg Publishing Co., 1990.

Livezey, Jon Harlan, "Aberdeen Centennial Almanac." Bel Air: Stockson Printing Company, 1992.

Society of Industrial Archeology, Benjamin Latrobe, Jr., Chapter, "Baltimore: Industrial Gateway on the Chesapeake Bay." Ed. Dennis M. Zembela, 1995

State Directories Publishing Company, "Harford County Directory." Baltimore: State Directories Publishing Co., 1953

Wright, C. Milton, "Our Harford Heritage." Glen Burnie: French-Bray Printing Company, 1967

Web Sites:

Aberdeen Room Archives and Museum (www.aberdeenroom.com), accessed August 18 and September 9, 2002

Wilmington Chapter of the National Railway Historical Society (www.wilmingtonnrhs.com), accessed August 18, 2002

Prepared by: Tim Tamburino & Anne Bruder

Date Prepared: 09/09/2002

ATTACHMENT I

Aberdeen USGS Quad -- APE



APE
HA-841 ABERDEEN
STATION

USGS Topo Quad Index
County

RYMAN
21 NW

8 MI TO MD 24
BALTIMORE 29 MI

10' 400

401

PROVING GROUND

402

INTERIOR-GEOLOGICAL SURVEY REST

ROAD CLASSIFICAT

Primary highway,
hard surface

Light duty
improved

1:24 000

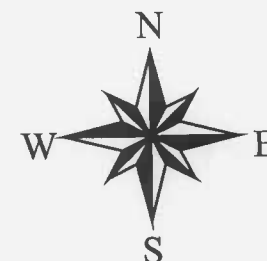
1 MILE

0.9

0

0.9

1.8 Miles



HA-841



WIND ENEC

724



HA 841

STATE:	
COUNTY:	
FOR NPS USE ONLY	
ENTRY NUMBER	DATE

MD. HISTORICAL TRUST
BOX 1704
ANNAPOLIS, MD. 21404NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY - NOMINATION FORM

(Type all entries - complete applicable sections)

1. NAME			
COMMON: <u>Baltimore & Ohio Railroad Station</u>			
AND/OR HISTORIC:			
2. LOCATION			
STREET AND NUMBER: <u>North Side, Baltimore & Ohio Railroad tracks about</u>			
CITY OR TOWN: <u>Aberdeen</u> <u>50 yards west of Belth Ave.</u>			
STATE: <u>Maryland</u>		CODE:	COUNTY: <u>Harford</u> CODE:
3. CLASSIFICATION			
CATEGORY (Check One)	OWNERSHIP		STATUS
District <input type="checkbox"/> <u>Building</u> <input type="checkbox"/>	Public <input type="checkbox"/>	Public Acquisition: <input type="checkbox"/>	<u>Occupied</u> <input checked="" type="checkbox"/>
Site <input type="checkbox"/> <u>Structure</u> <input type="checkbox"/>	<u>Private</u> <input type="checkbox"/>	In Process <input type="checkbox"/>	Unoccupied <input type="checkbox"/>
Object <input type="checkbox"/>	Both <input type="checkbox"/>	Being Considered <input type="checkbox"/>	Preservation work in progress <input type="checkbox"/>
ACCESSIBLE TO THE PUBLIC			
Yes: <u>Restricted</u> <input checked="" type="checkbox"/>			
Unrestricted <input type="checkbox"/>			
No: <input type="checkbox"/>			
PRESENT USE (Check One or More as Appropriate)			
Agricultural <input type="checkbox"/>	Government <input type="checkbox"/>	Park <input type="checkbox"/>	Transportation <input type="checkbox"/>
Commercial <input type="checkbox"/>	Industrial <input type="checkbox"/>	Private Residence <input type="checkbox"/>	Other (Specify) <input type="checkbox"/>
Educational <input type="checkbox"/>	Military <input type="checkbox"/>	Religious <input type="checkbox"/>	
Entertainment <input type="checkbox"/>	Museum <input type="checkbox"/>	Scientific <input type="checkbox"/>	<u>Office & storeroom - track Supervisor</u>
4. OWNER OF PROPERTY			
OWNERS NAME: <u>Baltimore & Ohio Railroad</u>			
STREET AND NUMBER: <u>B & O Railroad</u>			
CITY OR TOWN: <u>Baltimore</u>		STATE: <u>MD</u>	CODE:
5. LOCATION OF LEGAL DESCRIPTION			
COURTHOUSE, REGISTRY OF DEEDS, ETC.: <u>CLERK OF THE CIRCUIT COURT</u>			
STREET AND NUMBER: <u>HARFORD COUNTY COURTHOUSE</u>			
CITY OR TOWN: <u>BEL AIR</u>		STATE: <u>MARYLAND</u>	CODE:
APPROXIMATE ACREAGE OF NOMINATED PROPERTY:			
6. REPRESENTATION IN EXISTING SURVEYS			
TITLE OF SURVEY:			
DATE OF SURVEY: Federal <input type="checkbox"/> State <input type="checkbox"/> County <input type="checkbox"/> Local <input type="checkbox"/>			
DEPOSITORY FOR SURVEY RECORDS:			
STREET AND NUMBER:			
CITY OR TOWN:		STATE:	CODE:

ACREAGE

STATE:

COUNTY:

ENTRY NUMBER
DATE

FOR NPS USE ONLY

8. SIGNIFICANCE

PERIOD (Check One or More as Appropriate)

Pre-Columbian ☐16th Century ☐18th Century ☐20th Century ☐15th Century ☐17th Century ☐19th Century ☒

SPECIFIC DATE(S) (If Applicable and Known)

AREAS OF SIGNIFICANCE (Check One or More as Appropriate)

Aboriginal ☐Education ☐Political ☐Urban Planning ☐Prehistoric ☐Engineering ☐

Religion/Phi-

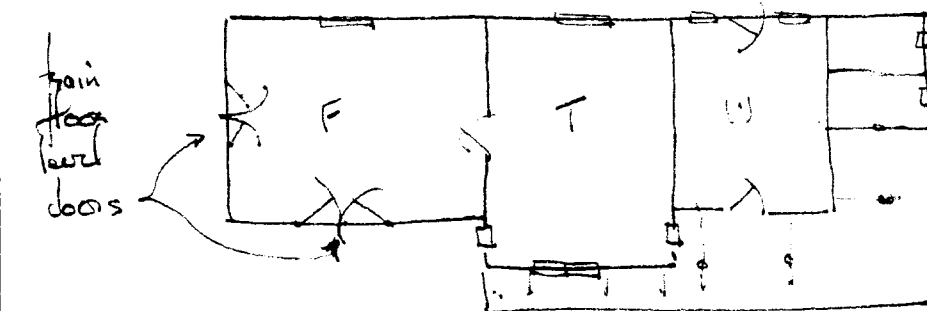
Other (Specify) ☐Historic ☐Industry ☐losophy ☐Agriculture ☐Invention ☐Science ☐Art ☐Landscape ☐Sculpture ☐Commerce ☐Architecture ☐

Social/Human-

Communications ☐Literature ☐itorion ☐Conservation ☐Military ☐Theater ☐Architecture ☒Music ☐Transportation ☒

STATEMENT OF SIGNIFICANCE (Include Personages, Dates, Events, Etc.)

Probably, designed by a major architectural firm in quantity for location with similar traffic expected, this station was active for at least **70** years until passenger service was discontinued in 1955, and is now used as headquarters for track ^{maintenance} supervision.



Aberdeen
Station
B. & C.

← wheel-level platform →